Claims

1. Dual clutch arrangement comprising a torsional vibration damper arrangement (12) with a primary side (16) which can be fixedly coupled with a driving member for joint rotation about an axis of rotation (A) and a secondary side (24) which is rotatable about the axis of rotation (A) against the action of a damper element arrangement (37) with respect to the primary side (16), and a dual clutch (14) with an input area (90) and two output areas (66, 76), each of the output areas (66, 76) being coupleable with one of two driven members so as to be fixed with respect to rotation relative thereto, wherein the secondary side (24) of the torsional vibration damper arrangement (12) is supported with respect to the primary side (16) of the torsional vibration damper arrangement (12) in axial direction and/or in radial direction by the input area (90) of the dual clutch (14) and a bearing arrangement (62, 88) which supports this input area (90) with respect to a stationary subassembly (80).

2. Dual clutch arrangement according to claim 1, characterized in that the stationary subassembly (80) comprises a transmission housing (80).

3. Dual clutch arrangement comprising a torsional vibration damper arrangement (12a) with a primary side (16a) which can be fixedly coupled with a driving member for joint rotation about an axis of rotation (A) and a secondary side (24a) which is rotatable about the axis of rotation (A) against the action of a damper element arrangement (37a) with respect to the primary side (16a), and a dual clutch (14a) with an input area (90a) and two output areas (66a, 76a), each of the output areas (66a, 76a) being coupleable with one of two driven members so as

to be fixed with respect to rotation relative thereto, wherein the input area (90a) of the dual clutch (14a) is supported with respect to the secondary side (24a) of the torsional vibration damper arrangement (12a) one the one hand and with respect to a stationary subassembly (80a) on the other hand by a flexible coupling arrangement (98a. 104a).

4. Dual clutch arrangement according to claim 3, characterized in that the stationary subassembly (80a) comprises a transmission housing (80a).

5. Dual clutch arrangement according to claim 3 or 4, characterized in that the flexible coupling arrangements (98a, 104a) permit a movement of the input area (90a) of the dual clutch (14a) in radial direction and/or in axial direction.

6. Dual clutch arrangement according to one of claims 3 to 5, characterized in that the secondary side (24a) of the torsional vibration damper arrangement (12a) is supported by an axial bearing (94a) and a radial bearing (96a) at the primary side (16a) of the torsional vibration damper arrangement (12a).

7. Dual clutch arrangement comprising a torsional vibration damper arrangement (12b) with a primary side (16b) which can be fixedly coupled with a driving member for joint rotation about an axis of rotation (A) and a secondary side (24b) which is rotatable about the axis of rotation (A) against the action of a damper element arrangement (37b) with respect to the primary side (16b), and a dual clutch (14a) with an input area (90b) and two output areas (66b, 76b), each of the output areas (66b, 76b) being coupleable with one of two driven members so as to be fixed with respect to rotation relative thereto, wherein the secondary side (24b) of the

torsional vibration damper arrangement (12b) is supported with respect to the primary side (16b) of the torsional vibration damper arrangement (12b) by an axial/radial bearing arrangement (110b) which permits tilting of the secondary side (24b) with respect to the primary side (16b).

8. Dual clutch arrangement according to claim 7, characterized in that the secondary side (24b) of the torsional vibration damper arrangement (12b) is coupled with the input area (90b) of the dual clutch (14b) by a coupling arrangement (134b) so as to be fixed with respect to rotation relative to it, which coupling arrangement (134b) permits a tilting of the secondary side (24b) with respect to the input area (90b).